

JAN 2003

official newsletter of Ye Olde Car Club



Now here is a nice little Plymouth sedan that is owned by Earnie and Judy Oeader. By the way, it is for sale. Call Earnie @ 509-735-7455

CLUB OFFICERS

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Web	Scott Noga	545-5903

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Bob McClary	783-3622
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OUR CHRISTMAS PARTY

Our Christmas party was a great success this year. We had 63 + people show up. We even had people show up that we haven't seen in 3 years. The party was catered, I think. We had roast beef and cornbread dressing, green beans, mashed potatoes, chicken, salad, rolls, and three scrumpdelicious cobblers for dessert.



THOUGHTS TO PONDER

A good exercise for the heart is to bend down and help another up



Remember I was telling you about people that we haven't seen for three years? Check out this group. How many of you recognize the Jackson clan. Not the clan that claims your editor as one of their members. This is the Huston and Lenora Jackson clan, including Lenora, Lee and his wife Loretta, and some women that claims to be Loretta's mother. Ha! Sister maybe! Really, it was great to see some faces that we haven't seen for a while. We have a great group of people in this club and it is great to see them get together socially.



We need to do more of it! We did spend some time on business so I guess we can write the party of on our taxes. Right? Oh maybe not ,because we did have entertainment. We really enjoyed having the Seasoned Steppers to entertain

us. We have one member (Ginger Vetrano) who is a current member of the dance troop, and one member (Grace Jackson) who is a past member. The dance troop presented Grace with a plaque of

appreciation. Of course Pete had to get in on the action. The troop performed several dance routines for us and we were entertained in-between by a master of ceremonies who was married to one of the dancers. You can tell how much we enjoyed the show just by looking at the faces of the "dirty old men" in the crowd.



The Seasoned Steppers. They claim that they are all over 50 years old. There is Ginger Vetrano on the far right.



Some of us had to much fun

Not every one had as much fun as your editor as you can see from the next photo. Don't they look sad?



The truth of the matter is that these people received a lump of coal in the gift exchange that was arranged by Bob & Delores McClary. They weren't singled out or any thing. The way the exchange worked was that all the gifts were handed out, then Delores told a story about the Wright family. Every time the word Wright came up we were to pass our gift to the right, and any time the word left came up we had to pass to the left. Boy do we have a lot of folks that don't know their left from their right! Well, when the gifts were opened these people had received a lump of coal as a gift. That wasn't the end of it, they had to explain what they had done to deserve a lump of coal. The first to explain was Jane Armstrong, but she was to bashful and passed. By the time we got back to her, she had gotten over her bashfulness and we couldn't shut her up. She told us things she had done as a child, teenager, and adult. She even told us things she and her sister did and she doesn't even have a sister!!!

GUESS WHO



Who guessed that the last Guess Who celebrity was none other than Dr Scott Klipper (third from the left).

FIRST NIGHT

We had a pretty good showing at First Night in Kennewick.



Jeff Todd's granddaughter (Ivy) and Dennis Jackson's grandson (Cole) were entertained by a bee??



We ate pizza and goodies supplied by Vern and Martha Shreve





Club Member David & Paula Stands,
and their 1935 Ford Roadster "UTE"

In the OUTBACK

IT'S A "UTE" MATE

The "ute" is to Australians what the pickup is to Americans; a blue-collar icon and a symbol of rugged independence. Utes are integral to everyday existence in the bush and, increasingly, to live in the city.

What's a ute? A utility vehicle, though the term has a different connotation down under. Simply put, it is a pickup based on a sedan—a car with a cargo bed. There have been utes in the United States, too, though they were seldom called that. The Ford Ranchero made its debut as a 1957 model and Chevrolet introduced its El Camino for 1959. Both ceased production long ago.

The Australian ute's origins date to Ford "roadster utilities" built in Geelong, Victoria, in 1930; these were essentially the same Model A roadsters with pickup beds sold in the United States. But within a few years, American and Australian trucks headed onto different paths. In the United States, pickups grew ever larger and more distinct from cars; in Australia, the ute remained closely tied to automobile designs.

The early roadsterutes were unpleasant in a land with so much dust, so in 1934, Ford started making a "coupe utility" with a metal top and windup windows. Reportedly at the request of a farmer's wife. "She wrote to Ford and said she wanted a car they could drive to church on Sunday and take animals to market on Monday," said Phil Newell of Portland, Ore., and **Australian who imports old utes** and muscle cars think "Mad Max" at www.AussieCarimports.com.

Today's utes look like station wagons with the tops cut off behind the front seats. Every year, Australians buy 70,000 utes and small pickups, about 9 percent of the vehicle market. The Ford Falcon and Holden Commodore,

from General Motors, each have about a quarter of the market, with Japanese imports accounting for the other 50 percent.

Utes can be muscle cars, with the Olden SS facing off against the Ford XR8 Pursuit Ute. Both have V8s rated at about 300 horsepower and five-speed manual transmissions. Ute collectors who want something more rare than a Ranchero or El Camino sometimes buy them in Australia and ship them across the Pacific. Reverend David Stands, of Kennewick, Wash., got his when he served as preacher for a Church of Christ congregation in Perth for three years in the early 1990s.

A lifelong hotrodder, Stands, 44, grew up near Bakersfield, Calif., where "we could see the dragstrip from the roof of our house." In Australia, he sought out one of the early roadsterutes.

He paid \$350 for a battered example, a 1935 Ford, he found sitting beside a house in Perth. He bought another '35 model and shipped the two to the United States together. Of the six survivors from that year, he owns two; the others are unrestored.

Stands spent six years restoring the ute from Perth. (He sold the second one, which is now being restored to its original condition in Florida.) "I did all the sheet metal and paint," he said of the blue and red beauty. "And the fenders were pretty far gone although the Australians would say, "Oy, mate, that's mint!"

He didn't like the proportions, so he "chopped" the windshield two inches and squared off the cowl behind the seat, flattening the original arc. He also moved the back of the cab forward and shortened the box. He devised a rumble seat for his children that folds flush into the front of the bed when not in use.

What's his custom ute worth? "When I finished it," he said, "somebody offered me \$75,000, which is a "slap me silly and pick me up off the ground" price. But it's not for sale."

Reprinted from an article in the Try-city Herald written by past club member Paul Duchene

ETERNAL ECHOES



*Our life is an echo
 Of our spirit today,
 Of our essence
 As it is.
 Caught between
 Our yesterday
 And our tomorrow
 It is the resounding
 Reality of who we are.
 As a result of
 Where we have been,
 And where we will be,
 For eternity.*

*The Olde Car Club:
 Thank you so much for your donation.
 The kids at the high school meant the
 world to him. It was a way that
 your generation could relate to our
 generation. The kids loved him dearly,
 your donation will help the cause
 of the stadium that he so loved. My
 hero is gone but his memory lives on.*

Kim, Sharon & Julie

*Thank you
 For all you have done
 for myself and family.
 You have been a blessing!*

This note of appreciation came from the Orbeck Family to thank us for our donation in Ted's name to the Pasco Field of Dreams.

We received this card from the family of Jim Mokler

The family of

Jim MOKLER

**acknowledges with grateful appreciation
 your kind expression of sympathy**

*11-13-02
 Dear Olde Car Club Members:
 Just a note of thanks for
 contributing to the Historical
 Society in Jim's memory.
 He would be so pleased
 knowing all of you remember
 him this way.
 In Jim's memory*

Jed

Also this card thanking us for our donation in Jim's name to the Museum.

**East Benton County
 Historical Society and Museum**

205 Keewaydin Drive P.O. Box 6964 Kennewick, Washington 99336-0602
 (509) 582-7704

Gratefully acknowledges the memorial

In Memory Of

Jim Mokler

Given By

The Olde Car Club, Inc

What's Happening

We are having a real honest to goodness meeting this month. It will be on Thursday the 23th at Roy's Western Smorgy on Columbia Ctr. Blvd We will Have as a Guest speaker the world traveled John Nelson, who is actually just our own plain old John Nelson. He will be regaling us with tales of adventure and plundering aboard the brigantine "Yankee". His talk will begin at 5:30 and end as soon as we are able to stop him. Hopefully it will be before 8:30 because they close then.



Freeze your fanny tour

The Freeze Your Fanny Tour this year is going to beautiful downtown Dayton Wa. The date of the tour is March 8th & 9th 2003. Cost is, Car and driver \$70 , addition adult passengers \$50 and children (under 12) \$40.

The host hotel is The Weinhard Hotel 235 East Main St Dayton Wa Phone 509-382-4032 Cost of rooms range from \$75 to \$150. There is an overflow Hotel, The Blue Mountain Motel at 414 West Main in Dayton Phone 509-382-3040 where the rooms vary from \$43 to \$48.

Reservation must be turned in by Feb the 5th.

Send reservations to Bill Sheller

P.O. box 847

Umatilla, Ore.

97832

Phone 541-922-4747

THINGS TO COME

We need some suggestions as to what you would like to see or do this year, Garage tours? Circle Tour? Where? Day trips? Overnighters? There has been some talk about a tour of the Oregon State covered bridges. We need someone to plan that tour or at least help with the planning.



area is the Reynolds Museum of autos and Aircraft, and the Royal tyrell Museum of dinosaurs. This car meet is on the 4,5,and 6 of July.

Dennis and Karla Jackson are trying to put together a trip to Leavenworth in the spring. David and Jan Underwood are trying to put together a trip south to the Lake Wallowa area. There is also talk about a circle tour to Canada, to the 2003 International Antique Car Meet. Also in the



bobby socks, not high fashion. But none the less, we thought we looked nifty and apparently so did a lot of the fellows we know. I know most of you my age can remember the poodle skirt, that's not something our mothers wore. My mother made most of my clothes, some of my favorites were circle skirts, a full 360 degrees. Then there were the crinolines that held out those full skirts, made our waists look smaller, at least that was the idea.

Our prom dresses many times were strapless and shaped by boning, we wore one piece swimsuits much like Esther Williams or even two piece suits, but they were always modest, no cleavage. Playsuits were another option for the 50's woman. They could be one piece or twopiece and had a matching skirt so that we would be suitably attired if we needed to go into a store on the way to the beach etc.

Thanks again to Linda for sharing her mother's beautiful dresses with us.



DRESSING THE PART

by Jane Armstrong



The Nifty Fifties

"Now", as Paul Harvey would say, "The **rest** of the story."

11. The blue and white lace dress is absolutely gorgeous, probably because of the color, my favorite. It appears to be lace over white lining.



12. The pale green brocade is simple in styling with a huge bow on the right hip. Linda says her mother was quite slim. I was rather slim but I never wear big bows on my hips.

13. The pink and rose print is very dressy. This dress has stays in the bodice, I believe to control the pleating in the bodice and skirt. Linda did not say, but I would not be surprised if this dress had crinoline lining in the skirt to hold that shape. It appears to be silky.

13



14



14. The dark gray dress is a dressy example of a more tailored dress. It is trimmed with lace and has a low cut back. My "going away" dress was a gray jacket dress



with a sweetheart neckline and black velvet trim. I also had another dress with a similar low cut back.

15



15. The blue and white polka dot dress looks to be cotton sateen or something similar. It

has 3/4 sleeves, Vshaped back neckline and shaped pockets on the hipline.

In all of these dresses, notice that in one way or another they are shaped to fit, either using darts in the bodice, pleats, tucks etc. All have belts or some other means of defining the waistline.

I appreciate so much Linda sharing the pictures of her mother's dresses with us. She has other pictures, but they were either a little earlier or a little later. I thought these dresses were very representative of what the well-dressed woman wore in the 50's.

I was 13 in 1950. Jr. High and Sr. High girls wore skirts below the calf, either swiny or straight, sweaters, saddle shoes and

DUES PAYMENT AND ROOSTER UPDATE

In order to keep our rooster current please fill in this form and mail it with your check for the 2003 dues. The dues are \$10 and are due Jan 1 2003.

Name _____

First _____ Spouse _____

Address _____

City _____ State _____

Phone# _____ Cell # _____

E-Mail _____

Anniversary Month _____ Day _____

Your birth month _____ Day _____

Spouse Birth month _____ Day _____

Any Special interest

Tear at perforation

Tear at perforation

Tear at perforation

JAN BIRTHDAYS



- 1st
- 2nd
- 6th
- 6th
- 7th
- 9th
- 12th
- 12th
- 14th
- 22nd
- 23rd
- 28th
- 31st
- 31st

- Millard "Ed" Edwards
- Martha Varnado
- Dave Johnson
- Jack Varnado
- Don Allen
- Marlene Kuch
- Judee Gooding
- Mary Mokler
- Terry Shegrud
- Mary Fraser
- Jerry Mokler
- Walker Young
- Dale Benson
- Rod Landby

JAN ANNIVERSARIES



- 3rd
- 5th
- 13th
- 23rd
- 31st

- Wayne & Donna Shreve
- Red & Sally Rutherford
- Earnie & Judy Oeder
- Bob & Delores McClary
- Jim & Dixie Gilbert





1942 Hudson Super Six

In calendar year 1942, Hudson shipped only 5,396 of its more than 40,000 1942 models. The rest were built during the final months of 1941. In 1942, some sixty-seven Hudson commercial vehicles were also produced—mainly Hudson pickups, styled in front like the Hudson cars. February 5, 1942 was the date that civilian car production was suspended for the duration of World War II.

In 1942, Hudson offered the Six, Business Six, De Luxe Six, Super Six, Commodore Six, Commodore Eight, and Custom Commodore Eight. These models were "marked by longer, lower and more flowing body lines" (as shown on the illustrated Super Six coupe). "New front end and fender styling are stressed. Running boards are concealed." The additional horizontal chrome strip linking body and

fenders on the Super Six made the car look longer.

Hudson didn't do much advertising of its '42 models, though in the September 22, 1941 issue of *Life* magazine there was a full-page ad, in black and white, showing various '42 Hudson features. One Hudson advantage was the optional "Drive-Master" semiautomatic transmission, which eliminated most gear shifting and clutch pushing.

Another option was the "Hudson Sleeper Kit," which allowed the rear seat to fold down into a bed. Hudson also offered "Double-Safe Brakes." On the Commodore Series featured in the *Life* magazine ad, there was a more elaborate decorative piece in the center of the grille and no chrome strip running down from the hood ornament (as found on the illustrated Super Six).

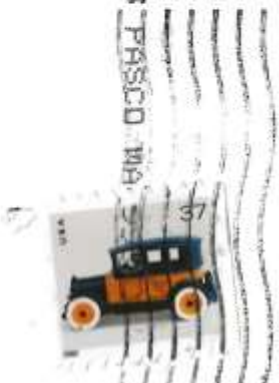


Official newsletter of Ye Olde Car Club

Dedicated to
Having fun with the past

Ye Olde Car Club of Tri-Cities, Inc.
P.O. Box 6873
Kennewick, Wa. 999336-0601
E-Mail mifol@charter.net

We are on the Web
www.yoccc.org



VETRANO Jim & Ginger
4512 W. YELLOWSTONE AVE.
KENNEWICK WA 99336

Dues paid thru 12/1/2002